City's Failure to Provide Neces sary Funds for Development of the Plant.

#### LECOMMENDATIONS IGNORED

Efforts of Superintendent to Secure Needed Improvements Rarely Successful.

While the Richmond public continues to and forth for reflection in the Bruce report revealing grave and even alarming enditions in, the city lighting department, it is more and more the disposition of these in close fouch with the situaor those in close touch with the situa-tion to go beyond the appearances that nave called forth the criticism, and to seek out the real and original source of the difficulties that have ensuared th

The inquiry that has produced the Bruce report and that will within the next two or three weeks bring forth a series of recommendations from the Committee on Investigation itself, was begun by the City Council, and the result thus far has been simply an indictment of that bedy for a short-signed policy of sconomy amounting practically to negnext. In his report the expert, while he issundir declared the management of his works as he thoroughly conscientious min to have served the city to the best of is ability, printed out what he conceived coming lipses of common discress judg-ient. This enticism the management premia, and expresses its ability to dis-gree and while its reply is being pre-ured the public, in simple fairness, has ispended judgment until the "other by can be heard. But admitting all at the expect stat upon this feature, it recalled that faults of management are mediant to the operation of any plant, municipal or otherwise, that may be speedly remedied by a change of mangers. What is more serious as striking to the rook, is the condemnation of the system itself under which no managers. good or bad, could operate with any great degree of freedom or satisfaction. And here is the crux and at this point it is that the Council itself enters for its share of blame, which happens to be the major

Its Up to the Council.

It is stated in the Bruce report, and the statement is made the basis for series of recommendations, that the polithe statement is made the basis for a series of recommendations, that the policy of the city government has been at fault, and that the Gas Works have not kept pace with the growing demands of the city. It is stated with impressive similarity in every report of the management of the works for the past half-dozen years or more that the needs of the people of Richmond cannot be met with the facilities now provided. Upon this cardinal point expert and management are in perfect accord. What Bruce, the superintendent of the works, has been asking almost since he entered the plant in 1896. The expert in effect says that the superintendent has not even done the best he could under the circumstances. This the superintendent denies and declares he will prove to be false with facts and figures he is now getting together. But both are agreed that sufficient provision has not been made, and that the City Council's refusal from time to timp rove what was in reality a paying interest and might have been made more so, was unwise and scarcely good business. This the superintendent has mildly but persistently set forth in lis recommendations; and this is the has mildly but persistently set forth his recommendations; and this is the thing that the expert now declar bluntness his independent positi will permit him to use. The Council hignored, or at least failed to realize, it significance of facts, and the Council is now facing a municipal problem of its own creation. This is what the chairma of the Light Committee himself think and his opinion is shared by the majori: of the public. The nature of the majority of the public, the nature of the magement of Mr. Knowles under this safe system, with its limitations, is minor matter, which the superintenden will answer for himself at the proper

Comparison of Reports.

An examination of the reports of Mr. Knowles for Several years back produces some interesting results. It is found that the recomendations of Mr. Bruce are along the same general lines of those of the superintendent. Mr. Knowles does not so so far in some respects; does not not go so far in some respects; does no ask such sweeping reforms as Mr. Bruce which, considering the labor the Cour cll passed through before granting an thing at all simply strikes one as a wise precaution on the part of the superIntendent. For instance, Mr. Bruce asks fastly for fifteen miles of six and eightinch mains to replace the present three-inch pipes. Had the superintendent made such a demand as this he would in all likelihood have been met with a blank stare of amazement. What he did was to ask for it year by year, a little at a time, and sometimes, it seems, he got it. time, and sometimes, it seems, he got it

time, and sometimes, it seems, he got it, and sometimes, it seems, he did not. In 1903 two of seven recommendations made by Mr. Knowles were adopted; in 1904 seven others he made were completely ignored. Among the seven in 1904 were several he had made in 1903, and in previous years. The two adopted in 1903 referred to the storage holder and to a storage tank for gas oil. The holder is not yet ready. The expert said a few days ago that unless it was completed at once the city might find itself without lights in the middle of the winter. The prediction was not new. This is what Mr. Knowles said as far back as 1908;

"I respectfully renew my recom-"I respectfully renew my recommendation to which I have called your special attention in all of my annual reports, and to urge upon you the need of a storage holder, which has now become a matter of vital importance, and should receive our most careful and prompt consideration. The present storage holder at these works has been in constant use since 1872 and is now necessarily worn very thin, and is in bad condition, with innuerable patches, both on its crown and sides, and should it unexpectedly collapse, it would be impossible to supply the city with gas in the months of heaviest consumption. I also desire to say that our storage capacity at this time is absolutely 'inadequate for our idemands; in other words, our present output in twenty-four hours is double that of our storage capacity for the same length of time, which fact gives us little or no opportunity to shut down to make necessary renairs.





## ROTHERT'S

This store is filled with seasonable goods. It's the largest, most interesting display we have ever made. The prices we are quoting are the lowest, the values are the



## Blankets, Comforts, Feather Beds, Pillows and Bolsters

The weather is suggestive of buying these things. We are prepared to show you the best assortment. Our prices you'll find lower than the lowest. A good pair of Blankets at \$1.50.



## Cook Stoves and Ranges

Patapsco, Magic These are without an equal

We sell only such Stoves that we know are perfect.

Heaters—Gas or Coal

We are not agents for the Comet, but we sell them for less than any other store.

### Your Dining-Room Needs Looking After

Get a new Sideboard. We've got them at \$8.50, \$12.50, up to \$85.00.

Here you'll find Chinacases from \$13.50 to \$60.00. We can please you if you

want an Extension Table. Dining Tables from \$3.00 to \$60.00.



# KUIILKI

4th and Broad Streets

machinery, etc., contingent upon the continual use of same; thus you can readily see that the demand for this holder from a financial standpoint, as well as that of furnishing our citizens with gas, is of paramount importance, and is worthy of your most careful and favorable consideration.

"I must call your attention to the limited storage for gas oil, and would recommend that an additional storage tank of 140,000 gallons' capacity be creeted. This would enable us to have a supply on hand, so as to provide

nections from the inlet to outlet connections of your gas holder at lower works so that, in case of an accident, the ga can be passed on the city.

Seventh.-That the coal gas plant be

P. M. BOSWELL, City Ticket Agent, 808 B. Main Street; J. F. MAYER, Agent, Steamer's What! H. B. WALKER, V. P. and T. M., New York, N. Y. Merchants and Miners Transportation Co.
Boston, Mass, and Providence, R. I.
Steamers leave Norfolk for Hoston Tuesday,
Wednesday, Briday and Sunday, For Providence Monday, Thread, Fredrich thaten for all
Particular that the Control of th

plant, is the significance of the conditions alleged. Does it signify the failure of municipal ownership? The cases are not parallel. Municipal ownership of an electric lighting plant is opposed on the ground that its effect would be to drive away the Goulds and their investments, which will bring benefits more than the city could possibly gain from an electric plant. It is different with the gas works, and many men now lighting the electric light movement would oppose the sale of the gas plant. The city has a monopoly here and would estrange ho business interests by continued operation. It is simply a question, say these, of a newer, broader, more liberal system, under which the works could be developed. They are already paying handsomely, and with proper care they could be made to pay much more, and at the same time to serve the people to their satisfaction, which is far from being the case now.

In 1904, just before the term of Mr. Knowles began, the net receipts of the works for a year was \$20,63.50, and the total receipts, including the gas used by the city, \$33,33.80. In 1904 these figures were \$116.734.50, and \$142,286.80, respectively. In 1897 Mr. H. B. Boudar, expert accountant, prepared a statement showing the profits of the works up to January 1, 1897. This statement has been supplemented by a table showing the profits for each year since that time. The figures are official. The summary, which gives a thorough view of the business and of the gas works situation follows:

"During the period of thirty years, beginning 1867 and ending 1896, the gas works of the city padd into the city treasury the sum of \$1,174,855.29 over and above the amount drawn out for cost of running the works and producing the gas.

out for cost of running the works and producing the gas.

producing the gas.

"This amount exceeds the total of the construction and extension accounts for thirty years by \$527,283.57, and, deducting the cost of the plant, etc., previous to 1807, say \$991.877.26, the works, besides paying back to the city its entire outlay for grounds, buildings, plant, pipe and all other appurtenances, has a surplus to its credit of \$135,906.31. This surplus must be still further increased by difference between the value of gas furnished the city for public consumption, and the interest allowed the city on the cost of the works, etc., say \$885,074.23, making total surplus of \$183,890.54, after repaying the city for its investment.

paying the city for its investment.

"Actual Results.—The city owns its
gas works, with entire outfit, without
cost, and has received a bonus of

"The interest allowed the city in statement was at the rate of six percent, per annum to 1801, and at four per cent, thereafter, and interest was allowed during the entire time on actual cost, without deduction, which the works were clearly entitled to for its annual repayments on investments. The net revenue up to 1856 more than reimbursed the city for its entire outlay; therefore, a proper calculation of interest would more than double the surplus of \$490,895.54.

"Summary showing net results to the city of Richmond from the gas works from the year 1867 to 1896, inclusive:

from the year 1867 to 1896, inclusive: Receipts from gas bills,

Excess of receipts over 

Net revenue for thirty years; \$ 885,357 80 Less cost of work, etc., February 1, 1870, as per report

1870, as per report of City Auditor W. H. Alderdice.......\$ 408,026 51 less construction account for 1867, 156e and 1869..... 16,649 25

Surplus after paying invest-

Total receipts for 1897.\$ 200,346 56 158,373 67 Total receipts for 1898.\$ 205,984 33 Less expenditures and 158,983 15 Total receipts for 1899.8 219,303 02 Less expenditures and \$40,000 interest..... 177,464 21

Total receipts for 1900.\$ 231,554 86

Total receipts for 1903.\$ 296,275 75 ses expenditures and \$40,000 interest...... 218,192 10

Total receipts for 1904.\$ 319,304 27 Less expenditures and \$40,000 interest..... 234,864 22

Old Dominion Steam 

needs of the city

I should certainly oppose any proposition to lease or sell the plant."

STEAMBOATS.

Steamship Co.

Night Line for Norfolk.

For New York.

Clyde Steamship Cos.' PHILADELPHIA.

RICHMOND AND NORFOLK LINE.

Freight received and delivered daily at C.
and G. Rwy. Co.'s Depat. Seventeenth and
Broad Streets. H. K. WOODFIN. Soliciting
Agent, Va. Nev. Do.'s Wharf, Rockets.

# A Day of Special Bargains

Will be Inaugurated Tomorrow at

Every department in the big store has been called upon to swell the list of specials which continue on sale to-morrow, from our Special Fall Low-Pricing Sale, which begun on Saturday.

Every article has received its share of price-cutting. The magnificent and complete stock of Dry Goods, Notions, Millinery, Wraps and Shoes is offered to our customers with our assurance that the prices are considerably lower than can be obtained elsewhere for the same grade of goods.

### Specials in Dress Goods

This department is exceptionally interesting. All the new cloths in lavish display at prices that no store in Richmond can equal.

54-inch Repellant Cloth, all leading colors, 49e yard.

36-inch All-Wool Suiting; most de-siracle shades, at 39e yard. 200 pieces of Scotch Sulting, values, this week 39c.

10 pieces of Boucle Cloth, \$1.00 goods, at 69e special. 36-inch Black Peau De Sole, soft and instrous, imported fabric; ask to see out \$1.00 value.

25 pieces of Silk Waistings, in changeable and checked effects, bound to please, at 50c yard.

1 case of Canton Flannel, extra heavy, at 81-3e yard.

Riverside Plaids, extra heavy, good styles, 7e yard. 2,000 yards of Dark Outing and Dress Gingham, 61-4c goods, a 'leader,

3 7-8c. 500 Ladies' Sample Skirts, blues, black and brown, strictly tailor-made and latest style, \$4.98.

'10 dozen Ladies' Black Mercerized Waists, silk embroidered front, at

#### Winter Bed Clothes

Comfortable sleeping can only be secured by proper bed covering. We have it here.

500 Bed Comforts, white wadding sateen linings; would be cheap at \$2.00 10-4 White Blankets, pink, red blue borders, slik bindings; strictly

#### **House Furnishing Department**

The exceptional values at the prices quoted make every article a bargain.

8-4 Brocatelle Table Covers, most desirable colors, at \$1.50. New arrival in Lace Curtains, 75e to \$5.00,

#### Children's Department Extraordinary values of-

fered for the prices we list. Children's Heavy Fleece 'Cloaking, is tan and grey, at 25e yard.

Children's Stockinet Caps, all colors, beauty, for 50c, Infants' Bootles at 10c, 15c, 25c

### Ladies' Dress Accessories

Wrappers and Dressing Sacques. Silk Petticoats, Skirting and Fleece-Knit Petticoats for cold weather. The prices are low.

50 dozen Ludles' Fleece Knit Petti-conts, at 25c. Heavy Fleece Skirting, in blue, red

and grey, 10c yard. 50 dozen Ladies' Flannelette Wrap-pers, fast colors, best makes, at 08c

10 dozen Ladies' Dressing Sacques, all olors, 49c. Ladies' Silk Petticoats, in change-able red, green and blue effects, deer accordion-pleated flounce, \$5.98.

### The Shoe Department

Exceptional bargains in Shoes for Monday.

Men't Patent Colt, Bals, and Bluchers, worth \$4.00, reduced for two days

The West. 2 Hours and 25 Minutes to Norfolk

lings of Mr. Bruce are expected by the committee to carry some weight.

Mr. Wood's Opinion.

General supervision of the gas works has been vested in the Light Committee of the Gouncil. Mr. James B. Wood is chairman of this committee. He has been on 'the committee since his election to the Board of Aldermen five years ago. He has been chairman three years.

"I offered two resolutions calling for an investigation before the Committee on Investigation before the Committee on Investigation is now acting." said Mr. Wood yesterday. "As chairman of the Committee, on Light, I saw that something was wrong somewhere, I was not expert enough myself to point out where the fault lay, and hence I wanted an inquiry by a man skilled in the work. This has now been done, and I think that the report of Mr. Bruce should receive the most careful consideration. There seems to be no question that Mr. Knowles has done the best he could under the circumstances. As far as I am concerned, I believe that with the odds with which the Light Department has been contending, the management of the works could not have been better. The real trouble is the failure of the Council to provide the means for the enlargement of the plant to meet the growing needs of the city.

October 1-1906.

LEAVE RICHMUND-EASTHOUND.
7:25 A. M.-Daily-Locat to Newport News and way stations.
8:00 A. M.-Daily-Limited-Arrives Williams-burg 5:06 A. M. Daily-Limited-Arrives Williams-burg 5:06 A. M. Whoport News 10:30 A. M. Portsmouth 11:35 A. M. M. 11:36 A. M. 11:36 A. M. Portsmouth 11:45 A. M. M. 11:36 A. M. October 11:36 P. M. Newport News 5:30 P. M. Daily-Special-Arrives Williams-burg 1:56 P. M. Newport News 5:30 P. M. Old Point 6:00 P. M. Norfolk 6:25 P. M. Portsmouth 6:46 P. M. Norfolk 6:25 P. M. Portsmouth 6:46 P. M. Norfolk 6:25 P. M. Daily-Local to Old Point Charlottesville and week days beyond Parlot Car to Staunton Connects at Union Station, Charlottesville, with Bouthern Locals, North and South; at Staunton with 8. and 0. North.
2:00 P. M.-Daily-Cofe Parlot Car to Ronceverte; through Pullman for Chrimati, Pullma Poils and Chicago without change. Pullma poils and Chicago without change.
8:16 P.M.-Week Days-Local to Gordonsville 5:16 P.M.-Week Days-Local to Gordonsv

Louis
16 P.M.—Week Days-Local to Gordonsvills and Orange.
10:45 P.M.—Daily-Limited—With Pullman service for Cincinnati, Louisville, St. Louis

19:45 P. M.—Dally—Limited—With Pullman service for Cincinnati, Louisville, St. Louis and Chicago.

JAMES RIVER LINE.

10:20 A. M.—Daily—Express—To Lynchure.
Lexington, Va., New Carlo, Ciffon Forge and principal stations; on week days to Rosney and Esmont. Parior Caractone.

5:16 The Verbor Days—Lond—To Chardtone.
Nortok and All Pull Hill Market St. M. Carlo, A. M. Cally, and from Newport News 5:00 P. M. daily, and from Newport News 5:00 P. M. daily, and from Newport News 5:00 P. M. daily.
From Cincinnati and West 1:30 A. M. daily.
From Cincinnati and West 1:30 A. M. daily and 3:30 P. M. daily Main Line Local 7:45 P. M. week days from stations between Clifton Force and Charlottesville; daily from Charlottesville; Orange Accom. 8:15 A. M. week

"I have not had time to read the report of Mr. Bruce and cannot, therefore, ex-press any opinion of it in detail. I think, however, that the works can be rehabilitated and placed on a sound basis. Run.
W. FULLER, W. O. WARTHEN,
Gen'l, Pass. Agt. Dist. Pass. Agt
C. E. DOYLE, Gen'l. Manager.

### SEABOARD

AIR LINE RAILWAY

1-9-1906.
TRAINS LEAVE HICHMOND—DAILT,
9:19 A. M.—Locali—For Norlina and Hamili,
2:20 P. M.—Scaboard Fast dail—Savannah,
Jacksonville, Atlants, Birmingham and 10:00 P. M.—Senboard Express—Savannah, Jack sonville, Atlanta, Birmingham and fouth-Leavo Richmond every evening (foot Asia Stress) at 7 P./M., stopping at Newport News en route. Fare \$2.00 ne way, 44.60 round trip, including statesoom berth; meals, 50c. each. Street Cars to Steamer's Wharf.

wast.
TRAINS ARRIVE RICHMOND.

5:35 A. M.—From Florida, Atlanta and South west. 4:55 P. M.-From Florida, Atlanta and Soutwest.
5:30 P. M.—From Local Points.
11. S. LEARD, W. M. TAYLOR,
Dist, Pass. Agent. City Ticket Agent,

### Atlantic Coast Line. TRAINS LEAVE RICHMOND DAILY-BYRC-

TRAINS LEAVE RICHMOND DAILY-BYRCSTREET STATION.

EFFECTIVE SUNDAY, APRIL 18TH.

9:06 A. M.—A. C. L. Express to all points

9:00 A. M.—Petersburg and Norfolk.

9:00 A. M.—Petersburg and Norfolk.

9:00 A. M.—Petersburg and Norfolk.

9:00 P. M.—Petersburg and Norfolk.

9:00 P. M.—Petersburg and Norfolk.

9:00 P. M.—Petersburg and Norfolk.

1:00 P. M.—Petersburg and Norfolk.

1:00 P. M.—Petersburg and West Indian Limited to all points South.

1:00 P. M.—Petersburg and N. and W. West.

1:00 P. M.—Petersburg Local.

TRAINS ARRIVE RICHMOND—DAILY.

4:07 A. M.; 7:92 A. M.; 9:33 A. M.; 9:90:41

A. M.; 1:10 P. M.; 2:100 P. M.; 2:00 P. M.; 6:50

P. M.; 1:16 P. M.; 9:18 F. M.

\*Except Bunday. Missis P. M.

\*Except Bunday. Missis P. M.; 9:00 P. M.; 1:00 P. M.; 2:00 P. M.; 6:50

W. J. CRAIG, Gan. Pass. Agt.



irginia Navigation Co.

JAMES RIVER DAY LINE.

STEAMER POCA HONTAS.

DAY AND FILIDAY AT 7
A. M. for Noriok. Fortsmuta,
Old Foliat, Newport News, Claremont and James Here landings,
and connecens as Old Foliat Processing to the North State-rooms on the
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# R. F. & P.

R. F. & P. Fredericksburg a Potomac B. R. Irailis Leave Richmond—Northward.

commodation.

8:46 A. M. Dully-Byrd St. Through. Local

1:205 noon. Week Days.—Byrd St. Through.

4:05 hurs. Accommodation. 5:05 P. M.—Daily—Main St. Through. 6:30 P. M.—Woek Days—Elba, Ashland Au

of arrivals and departures and connec

### Southern Railway

SCHEDULE IN EFFECT OCT. 15, 1906.
TRAINS LEAVE RICHMOND.

points. Leaves richmond 2:20 P. M., daily screen Sunday.
2:16 P. M.-Local-Daily-Except Sunday.
2:16 P. M.-Local-Daily-Except Sunday-For West Point, connecting with steamers for latilimore and river latay such as a sunday. The sunday and Fridays, and at Cloucester Point and Allmonds Tuesdays, Thursday and Saturdays.
4:46 A. M.-Except Sunday-Local mixed for West Point.
TRAINS ARRIVE RICHMOND.
6:53 A. M. and 6:42 P. M.-From all the South.
8:46 A. M.-From Charlotte and Durham.
8:46 A. M.-From Koysville and intermediate stations.

5:40 A. M.—From Keysville and West Point.
19:28 Authors and West Point.
19:54 A. M.—Baily—Except Sunday and Monday: 5:10 P. M. (sally, except Sunday from West Point.
19:55 A. M.—Baily—Except Sunday and Monday: 5:10 P. M. (sally, except Sunday—From West Point.
19:50 P. M. (sally, except Sunday—From West Point.
20:50 P. A. Richmond, Va. S. H. HARDWICK.
20:50 P. A. M. H. TAYLOB.
20:50 P. A. M. H. B. SPENCER, Gen'l. Mer.,
20:50 P. A. Washington. D. C.

October 1-1905.

LEAVE RICHMOND DAILY.

9:00 A. M.—NOLITONA LIMITED. Arrive
Norrolk 11:90 Suntok.

PRESS. Parlor Car. Broller Service, Potersburg.

Norrolk 10 Columnus. Brustleid to Indimentate

Roanoke to Many Car Roanoke to Wil
liamash M.—ROANOKE EXPRESS. For Memphis. Cafe Dining Car Roanoke to Willlamisch.

11:16 F. M.—ROANOKE EXPRESS. For

Parmytlio. Lynchburg and Roanoke.

13:00 F. Alock 5:39 P. M. Stops only at Poterstown Waverly and Suitolk. Connects with
burg. Waverly and Suitolk. Connects with
burg. Waverly and Suitolk. Connects with
steambers to Boston, Providence, New York,
steambers to Boston, Providence, New York,
steambers to Boston, Providence, New York,
17:25 P. M.—For Norfolk and all stations east
of Petersburg.

17:25 P. M.—NEW ORLEANS SHORT LINK
Pullman Sleepers Richmond to Lyachburg and
Roanoke, Petersburg to Biston. Lyachburg to
Chattanoga, Memphis and New Orleans. Cat
10:16 P. M.—WESTERN EXPRESS. Pullman

18:00 P. M.—WESTERN EXPRESS. Pullman

18:00 P. Memburg and Patersburg to East Dining Car.

9:50 P. M.—WESTERN EXPRESS. Pullman
Sleeper, Richmond and Petersburg to East
Redford, and Roanoke to Chicago. Cafe Dining
Car. P. M. and 9:18 P. M.; from Norfolk II:40 A. M. and 6:50 P. M. of the Morfolk II:40 A. M. and 6:50 P. M. office No. 838 East Main Street.
W. R. BEVYILL.
Gen'i. Pass Agt.
Dist. Pass, Agt.

Richmond & Petersburg Electric Railway.

Cars leave corner of seventh and Perry Stroots, Manchester, every hour (on the hour) from 6 A. M. to 10 F. M. Last cas 15 minutes. Limited car, 6:45 F. M. daily cord Sysamore Streets leave hour from 6:36 A. M. to 10:38 F. Streets leave hour from 6:36 A. M. to 10:38 F. M. Limited car 7:16 A. M. daily, except Sunday.

All cars from Patersburg connecting Ricks moud cars,